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Airfield	Period of Observation	Observations and Evaluation
6. Bronkow	2 October 1952	On 2 October 1952, no aircraft or personnel were stationed at the field. The landing field was covered with grass on which cattle and sheep grazed. The former installations at the field were completely destroyed. The foundation of a railroad siding extended along the western edge of the field. No cleaning or construction work was under way at the field. () 25X1X
7. Burg	24 January 1953	On 24 January 1953, there was a heavy snowstorm at the field so that no details could be observed. The field was covered with snow about 15 cm deep. On the edge of the woods there were two buildings which were probably occupied. () 25X1X
8.	28 February 1953	On 28 February 1953, the field was not occupied or guarded. The sodded landing field was plowed; seed was scattered on a portion of the field. Two groups of workers salvaged debris which was hauled away on narrow-gauge field railways. Along the southwestern edge of the woods in the southeastern section of the field there was a fence, about 2 meters high, behind which two low wooden buildings, occupied by VP, were located. The entrance to the fenced-in area was guarded by a VPman in blue uniform who was armed with a carbine. () 3 25X1X
9. Chernitz	26 October 1952	On 26 October 1952, gliding was demonstrated over Chernitz airfield. The gliders were towed by aircraft and with winches. Four gliders and 5 biplanes participated in the air activity. () 25X1X
10.	14 February 1953	On 14 February 1953, no changes were observed in the status of the airfield. No construction work was underway. The former administrative building still housed the home for apprentices. The residential building in the northeastern corner was occupied by civilians. The villas along the dead-end road to the field and along the Stolberger Strasse as far as the vacant lot opposite the end of Johann-Reitz-Strasse were vacated in December 1952 and January 1953 and were vacant on 14 February 1953. According to local residents, only the villa opposite the end of Johann-Reitz-Strasse was occupied by Soviet officers and

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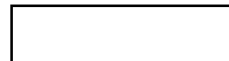
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Airfield	Period of Observation	Observations and Evaluation
		<p>guarded by soldiers who wore red-bordered black epaulets and were armed with submachine guns. Civilians residing near the field and an occupant of the apprentices home stated that they knew nothing about construction work. <input type="checkbox"/></p> <p>25X1X</p>
11. Greifswald	16 January 1953	<p>On 16 January 1953, no construction work was underway at Greifswald airfield at which all the installations were destroyed. No spur track could be observed and no sentries were seen. <input type="checkbox"/> 4</p> <p>25X1X</p>
12. Hohenselchow	November 1952	<p>In early November 1952, Hohenselchow airfield in the Angermuende district was unoccupied. A resident from Hohenselchow said that Soviet officers occasionally inspected the field. <input type="checkbox"/></p> <p>25X1X</p>
13. Leutewitz	14 January 1953	<p>On 14 January 1953, source observed that the former alternate airfield in Leutewitz near Riesa was now only half as large as formerly when it was occupied by the German Air Force. Civilians living in the vicinity of the field stated that parachute jumps had been made over the field in the fall of 1952. <input type="checkbox"/></p> <p>25X1X</p>
14. Luckau-Altena	September 1952	<p>In late September 1952, Luckau-Altena airfield was unoccupied. The field was off limits. No preliminary work for an expected occupation was observed. <input type="checkbox"/></p> <p>25X1X</p>
15. Magdeburg-South	29 December 1952 and 12 and 15 January 1953	<p>As the landing field of Magdeburg-South airfield was covered with snow no details could be observed on the status of the field. It seemed to be unoccupied. On the northwestern edge of the field, there was a three-story building in which no activity was observed. No radar set was on the roof of the building. Source learned from a local resident that training was conducted by the Athletic and Technical Association between Christmas 1952 and New Year 1953. <input type="checkbox"/></p> <p>25X1X</p>
	25 January 1953	<p>On 25 January 1953, no details on a possible occupation could be observed because of a heavy snowstorm. A building on the northern edge of the field seemed to be unoccupied. <input type="checkbox"/></p> <p>25X1X</p>

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Airfield	Period of Observation	Observations and Evaluation
18. Magdeburg-South	28 February 1953	On 28 February, the field was not occupied. Only one building in the northern section of the field was guarded by a civilian who was accompanied by Alsatian dogs. The grass cover was in poor condition. Debris had been cleared and piled up. No construction work was observed. 25X1X
19. Neu-Hardenberg	27 December 1952	On 27 December 1952, Neuardenberg airfield was not fenced-in or guarded. There were "off-limits" posters around the field. The grass cover on the landing field was in good condition. Around the field there were trails of cross country vehicles which, according to local residents, had been made during exercises by troops stationed in the vicinity of the field. Source inferred from a conversation between two FMJ members that the Athletical and Technical Association requested the Soviet Occupation Force to release the airfield for glider training. 25X1X
20. Neuhausen near Cottbus	28 November 1952	On 28 November 1952, Neuhausen alternate airfield was unoccupied. No construction work was observed. 25X1X
21. Perleberg	2 March 1953	Up to 2 March 1953, no indications of reconitioning work were observed at Perleberg airfield. No laborers were hired. The barracks buildings at the field were occupied by army units equipped with weapons and motor vehicles. No Soviet Air Force troops were observed at the field or in Perleberg. 25X1X
22. Pretzsch	3 October 1952	On 3 October 1952, Pretzsch airfield was unoccupied. The low wooden buildings, ammunition dump and fuel dump in the southern section of the field were demolished. The barracks buildings on the northeastern edge of the field, which formerly belonged to the field area, were in good condition and occupied by new farmers. The paved roads in the area of the former airdrome were in a very good status. The former landing field was cultivated by the new farmers. In the present status, the field is not serviceable. 25X1X

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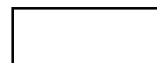
Airfield	Period of Observation	Observations and Evaluation
23. Quedlinburg	2 October 1952	On 2 October 1952, no Soviet troops or VP were observed at Quedlinburg airfield which was guarded by VP sentries. About 25 civilian workers cleared the debris on the landing field. For this purpose, narrow-gauge field rails were laid across the field. 25X1X
24. Rechlin-Roggenthin	11 September 1952	On 11 September 1952, the entire area of Rechlin and Roggenthin airfields was in poor condition and overgrown with weeds and grass. A section of the field area was used as pasture by the nationalized farms at Warbende and Bockse. Sixteen workers dismantled iron girders on the destroyed hangars. According to the foreman, the guard detail consisted of three soldiers who belonged to a unit at Laers airfield and were relieved every 24 hours. 25X1X
25. Reinsdorf	19 November 1952	On 19 November 1952, 2 officers and 4 air force soldiers, apparently of the guard detail, were observed at Reinsdorf airfield. Earth holes, apparently for fuel containers, were observed at the field along the narrow-gauge field railway. A radio truck which was in operation was parked at the field.
	14 December 1952	In early December 1952, five trucks and some air force soldiers were observed at the field. On 14 December, no aircraft, trucks or tank trucks were observed. 25X1X
26. Rotscherlinde	2 October 1952	On 2 October 1952, Rotscherlinde airfield was not blocked or restricted. The dummy aircraft formerly painted on the ground were repainted while the other section of the field seemed to be unutilized. No impacts by aircraft weapons or bombs were observed on, or near the aircraft markings. 25X1X
27. Schwerin-Geerries	November 1952	In November 1952 as during the preceding months, Po-2 planes occasionally landed at the field. The airfield was occupied by a Soviet AA unit which was quartered in the former billeting buildings. The guns were parked in two hangars near the former flight control station. 25X1X

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Airfield	Period of Observation	Observations and Evaluation
28. Wismar	November and December 1952	In November and up to 20 December 1952, no indications of reconditioning work at Wismar airfield were observed. The airfield installations were still destroyed. The field was still used as a garrison training ground for firing practice with live ammunition.

25X1X

25X1A 1. Comment. Previously, regiments of the fighter division in Puetnitz practiced firing at ground targets at Barth airfield.

25X1A 2. Comment. A Soviet troop hospital is located in Beulitz.

3. Comment. The Settlement Waldfrieden at Burg airfield is occupied by a unit of the KVP.

4. Comment. According to another source, Greifswald airfield is to be reconstructed.

25X1A 5. Comment. For sketch of Neuhardenberg airfield, see Annex.

6. Comment. During the summer months of the preceding years, Reinsdorf airfield was occupied by a ground attack regiment which, during the other months of the year, was stationed at Justerbog Altes Lager airfield. The small detail observed at the field may indicate that the field will be re-occupied by the ground attack regiment after the bad weather period.

25X1A 7. Comment. Rotscherlinde airfield was formerly used as ground target for firing practices by aircraft of the fighter regiment in Brandenburg-Briest. This regiment probably did not practice air-to-ground firing for a long period.

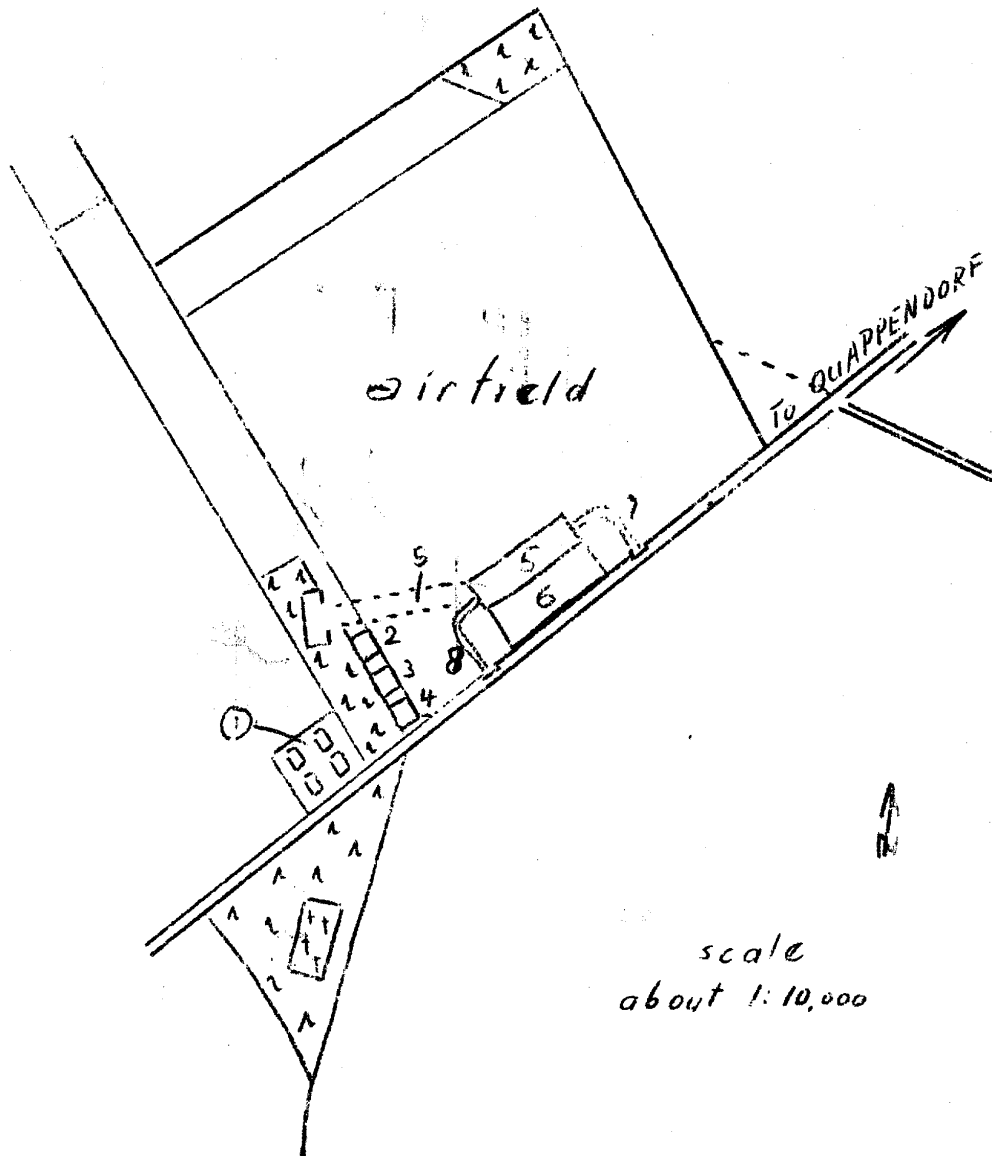
25X1A 8. Comment. The barracks buildings at Schwerin-Goerries airfield are occupied by an unidentified AAA regiment of the IX Mot Rifle Corps. The Po-2 planes which were occasionally observed probably were courier planes of the corps headquarters.

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Neuhardenberg Airfield



Legend: See next page.

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Neuhardenberg Airfield

Legend:

- 1 Concrete foundations of former billeting buildings
- 2 Former engine house
- 3 Pond used as a water reservoir for fire fighting
- 4 Foundation of billeting building
- 5 Concrete apron in front of hangar, about 60 x 90 meters
- 6 Brick hangar, about 60 x 90 meters, demolished in the middle
- 7 and 8 Concrete approach roads, 4 meters wide, blocked by barriers at the main road
- 9 Taxiway, about 120 meters wide, inclining toward the woods, with graduated walls on both sides; at the western end of the taxiway, there is a hangar the entrance of which was filled up with sand about 2 years ago.

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